the only major unit manufacuring electric locomotives in the Railway Sector, should be utilised first for the manufacture of electric locomotives.

Demands of Employees in Production Units in Chittaranjan Locomotive Works

1072. SHRI SUNIL BASU RAY : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have recently received any charter of demands from the workmen employed in the Production unit of Chittaranjan Locomotive Works ;

(b) if so, the details thereof ;

(c) whether these demands are under active consideration of Government ; and

(d) if so, by when these demands are likely to be accepted ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) Yes, Sir.

(b) to (d) Demands are both general like setting up of Wage Board, increase in wages to the extent of 20% from 1-1-91, payment of Conveyance Allowance, treating DA as pay for all purposes etc. and local demand like ban on recruitment and filling up of Class III & Class IV posts in C. L. W.

The general demands concern Central Government employees as a whole and, therefore, no unilateral decisions can be taken for railway employees alone.

As regards local demand, some restrictions on recruitment of Class III & Class IV posts have been imposed, on all Railway basis, to contain staff costs, which are reviewed from time to time, on merits.

Cost of Production of Electric Locomotives, Traction Motors and B. G. Loco Bogies

1073. SHRI SUNIL BASU RAY: Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the costs of production of (i) electric locomotives, (ii) traction motors and (iii) B. G. loco bogies are less than the cost of the above imported items ;

(b) if so, what are the respective costs at Chittaranjan Locomotive Works and landing cost of these imported items ; and

(c) what are the reasons for importing the said items ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) Yes, Sir. Except for electric locomotives where cost comparision can not be made due to difference in horse power and designs of the electric locomotives.

(b) The comparison of landed costs of imported B. G. locomotive Bogies and traction motors with the cost of manufacture at Chittaranjan Locomotive Works of these types of products manufactured with similar technology is as under :

S. No.	Item	Chittaranjan Locomotive Works manufactured costs	Landed imported costs
1	Traction Motor (Hitachi design) . . .	Rs. 14.5 Lakhs	Rs. 18.00 Lakhs
2	B.G. Locomotive Bogies (Trimount) . .	Rs. 2.9 Lakhs	Rs. 10.48 Lakhs

(c) Imports were resorted to as a part of the technology upgradation and balancing needs of production.

Production of Rolling Stocks at Chittaranjan Locomotive Works

1074. SHRI SUNIL BASU RAY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the production of rolling stocks is increasing at Chittaranjan Locomotive Works;

(b) if so, what is the number of rolling stocks produced during the last three years; year-wise, item-wise;

(c) what is the percentage of increase over the target, during the above period;

(d) what is the manpower added for increasing the production; and

(e) the method adopted for manpower induction?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b and (c) :—

Year	Number of locos produced		Total	Percentage increase over the target
	Electric	Diesel		
1989-90	105	42	147	2.1
1990-91	110	44	154	6.9
1991-92	115	45	160	7.4

d) year wise man power given as under :

Year	Sanctioned strength	Actual Manpower	Increase/ Decrease over the previous year
1989-90	7,903	17,223	+008
1990-91	18,281	17,832	+609
1991-92	18,303	17,303	—529

(e) Group 'D' staff is recruited through direct recruitment. Group 'C' staff is inducted through promotion of Group 'D' staff and through direct recruitment in prescribed percentages.

Coal Mafia in Bihar and Bengal

1075. SHRIMATI MIRA DAS:
SHRI SARADA MOHANTY:
SHRI SOM PAL:
SHRI CHIMANBHAI MEHTA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the news item which appeared in *the Times of India* dated 16th April, 1992 under the caption "Coal Mafia back in Bihar, Bengal", if so, the details thereof;

(b) whether it is a fact that the Railways' rules don't provide for compensation for underweighment found at the destination and it is largely responsible for large scale pilferage of coal in transit;

(c) whether it is a fact that there is a collusion between colliery and Railway officers at loading and enroute points; and

(d) whether any inquiry is being conducted into 25 lakh MTs pilferage in March, 1992 if so, the details in this regard?